

This species was found by Prof. Mudge near the locality of the *Liodon mudgei*, six miles south of Sheridan, Kansas.

It is only necessary to compare this species with *C. intermedius*, Leidy,* as the *C. iguanavus* and *C. propython* have depressed vertebral centre. Those of the first are rounded, of the present compressed. The *C. intermedius* also agrees with the two others in the obliquity of the articular faces to the vertical transverse plane of the centrum; in the present species these planes are *parallel*. This species is also larger than the *C. iguanavus*, Cope; the *C. intermedius* is smaller.

There is another species from New Jersey to which it is more nearly allied, a vertebra of which I have described under the head of *Liodon larvis* (Trans. Amer. Philos. Soc., 1869, 205), and figured l. c. Tab. V. fig. 5, under the erroneous name *Macrosaurus validus*. This probably does not belong to the *Liodon larvis*, which does not possess the zygosphen articulation but is most likely allied to the present species, and a true *Clidastes*. When compared with a vertebra from the same position in the column as determined by the position of the diapophyses, the articular faces are still more compressed, and the inferior surface of the centrum instead of being regularly convex, forms a plane separated from lateral concavities by an obtuse angle. There is less expansion of the margins of the cup and ball. The size is also greater. I propose to distinguish this species as *Clidastes antivalidus*, Cope. It is from the darker stratum of the green sand near Medford, New Jersey.

Obituary Notice of SAMUEL VAUGHAN MERRICK, Esq., by DANIEL R. GOODWIN, D. D.

(*Read before the American Philosophical Society*, December 16, 1870.)

Mr. Samuel Vaughan Merrick, who died on the 18th of August last, was, at the time of his decease, among the oldest members of this Society. Elected in 1833, his membership covered more than the average period of a generation. His was a noiseless and unobtrusive, but an eminently active and beneficent life, moving on like the current of a deep and quiet river, silently depositing the accumulations of rich alluvium along its banks, and bearing the freighted wealth of thousands upon its bosom. He was not what is commonly recognized as a great or a distinguished man. His life does not stand out before us in bold relief, in marked individuality, leaving upon the mere casual observer the impression of its definite outline; but was buried and mingled in the moving and surging mass of the world around him. It might be thought fitting, therefore, to dismiss our notice of him in a few passing words; but to me there seem to be special reasons, in this very peculiarity of the case, for pursuing an opposite course; and I shall, therefore, ask the indulgence of the Society in giving a somewhat greater extension to this paper than is usual; though less, after all, than the subject, in my judgment, demands. Great usefulness was Mr.

* Proc. Acad. Nat. Sci., Phila., 1870, p. 4,

Merrick's distinction. Solidity, energy, practical sagacity, were his characteristics. In the wildly moving and fermenting mass with which his life was mixed up, it was ever a guiding and propelling element of progress, and a leavening element of good, but an element requiring some attention and study for its distinct apprehension and full appreciation. If we have more men of this kind of greatness than of the other, we have reason to rejoice in the fact. A community in which such men abound need never be ashamed, unless social improvement and happiness are occasions for humiliation.

This is a Philosophical Society; but we are not, and we need not all be philosophers in the narrower technical sense. He who leaves the world in a high degree better, wiser and happier, for his having lived in it, is either, in the large and more generous sense, a philosopher, or something more and better than a philosopher.

It is true, that classifications of men are always deficient in logical precision. They express only leading tendencies or marked degrees. But one of the most general, and, at the same time, most simple and fruitful in its applications, is the two-fold division into men of *thought* and men of *action*. But these two classes are not to be kept aloof from each other, still less to be arrayed in mutual conflict. They are reciprocally complementary and helpful. One aim of this Society is, to aid in bringing them into their appropriate relation to each other. And few among us have labored more successfully for the accomplishment of this end, or have presented in themselves a better illustration of the happy union of these two characters, than Mr. Merrick. To suppose that this Society was designed to embrace only men of mere thought, that it confines its mission to mere speculation or pure science, is a great mistake. Its aim is eminently practical. It seeks thought, scientific observation, certainly; but it seeks thought only as related to its applications. It would utilize thought, and it would rationalize action. It would reduce action under the stimulus and guidance of thought; and it would provoke thought to its intensest and, at the same time, its most healthful exertion on the field of action. This Society is not the arena of combat, but the armory and *foyer* of the combatants; it is not the theatre of action, but the *post-scenium* of the actors. It seeks to bring thought into its widest play as well as its fullest development. It aims to make thought permeate and leaven the mass. Not only do we, therefore, welcome men of action rising into the sphere of thought, but we admire and cheer on men of thought descending into the dust and struggle of action. The dignity of labor is the true dignity of man. To enforce this truth is one of the highest aims of this Society. The elevation of man is the noblest end of philosophy.

It is in this view that Mr. Merrick's career presents itself in its true significance, and in its proper relations to this Society.

This will best appear from a rapid sketch of his life and character.

Mr. Merrick was born at Hallowell, Maine, on the 4th of May, 1801. His father, John Merrick, was a man of marked character, and extraordinary mental vigor. In 1798 he came to this country from England, where he

had been educated for the Unitarian pulpit. Not finding in this his vocation, he lived in Hallowell as a gentleman of retired leisure, or rather, of great and varied and beneficent activity. The mother was a daughter of Samuel Vaughan, Esq., a merchant of London. His brother, John Vaughan, uncle of our Samuel Vaughan Merrick, was, for a long series of years, identified with this Society, as its Librarian and Secretary. He is remembered with affectionate respect for his genial social qualities, and for his rare benevolence and kindness of heart. He cared for the stranger. Every foreigner, of whatever nationality, who chanced to be in Philadelphia, found in him more than the official consul of his country,—a sympathizing friend.

In his uncle's business house, our S. V. Merrick was placed at the age of 15, to be trained as a wine merchant. At the age of 19, a proposition was made to him to leave that business, and enter an opening which presented itself for the manufacture of machinery. This was to exchange the profession of the merchant for that of the mechanic,—a step which it is significant to observe was at that day regarded as involving little less than social degradation. Young Merrick, in the full determination to hew his own way in the world, accepted the offer, doffed his coat, and rolled up his sleeves to the work. The firm of Merrick & Agnew was established; and soon gained unusual celebrity as manufacturers of improved Fire-engines. Professors in New England colleges used to exhibit these engines to their classes as illustrations in mechanics and specimens of American ingenuity and workmanship.*

Young Merrick rapidly developed, under his own teaching, a remarkable engineering and mechanical talent.

After some years he was ready to enlarge his field of operations; the "Southwark Foundry" was established; the firm of "Merrick and Towne" was founded in 1837, and entered into the general and extensive manufacture of various kinds of machinery and apparatus, particularly of steam engines and boilers. As an illustration of the energy and enterprise of the firm may be mentioned the fact, that, at so early a period and in the infancy of mechanical engineering in this country, they contracted for and constructed the engines of the U. S. Steam frigate Mississippi, which proved to be one of the speediest, safest, most trustworthy and serviceable ships in the navy. It was chiefly due to the faithfulness, skill, and perfect finish with which her machinery was constructed, that abroad, as well as at home, she became an object of national pride. In her Commodore Perry made his visit to Japan and rode out the cyclones of the China sea; and she continued high in the list for effective service, until, on the night of the 14th of March, 1863, she ran aground and was blown up under the guns of Port Hudson.

In 1849 Mr. Towne retired from the firm, which was continued under the

*Later in life, Mr. Merrick retained his early interest in the improvement of Fire Engines, although they were no longer manufactured at his works; and for many years he took personally an active and leading part in the Fire Department, until he secured the introduction of the Steam Fire Engines throughout the city.

well-known style of "Merrick and Son," and "Merrick and Sons," although Mr. Merrick's active connection with it ceased from the year 1860. The development of this great business establishment was the main work of his life, and he persevered in it for a period of near a quarter of a century. He retired from it with large wealth honorably acquired in a business whose great private gains were conditioned upon conferring immensely greater public benefits; in works and enterprises which sensibly contributed to the growth and prosperity of the city and to the welfare of the state. He retired when the establishment which he had reared was still in the flood tide of success, for it was never more active or useful than during the years of the late rebellion.

At an early period in his career, Mr. Merrick became deeply impressed with the importance to mechanics, for their success and elevation, of more thought and intelligence, of more acquaintance with the progress of mechanical arts and inventions, and of more of mutual intercourse and social stimulus. With this view he projected and urged forward the establishment of the Franklin Institute; and it may be said, I think, without disparagement to the claims of any other of its original members, that no man has a better title to be considered its *founder* than Mr. Merrick. For a long series of years he continued one of its most active and honored members; until, from its small and unpretentious beginnings, as little more than an association of mechanics for mutual improvement, it was developed into the chief centre of practical science in the city, became an honor to Philadelphia, and enjoyed a familiar national and European reputation.

In one point of view the Franklin Institute has taken as its specialty and almost absorbed into itself one portion of the work which pertains to the general scope of this Society. Among our own founders was Benjamin Franklin himself, a most thorough utilitarian, who always regarded science with an eye to its practical applications, and considered them among the principal motives for all scientific effort and enquiry. And, in general, so far as the founders of this Society were philosophers, they were eminently Socratic philosophers; and such is the philosophy which they designed the Society they established always to represent. The Franklin Institute may, therefore, be considered as an offshoot, or a department, or a section—not in form but in fact—of the American Philosophical Society. And this may explain why, in later years, Mr. Merrick may seem to have relinquished his active participation in our work—it was because his interest and energies were absorbed in the Franklin Institute.

The Managers of the Institute have expressed their own sense of the merits and character of Mr. Merrick, in the resolutions which are here subjoined:

"Resolved, That the Managers of the Franklin Institute have received with the deepest sorrow the announcement of the death of Samuel V. Merrick, the founder of the Institute, for many years its president, and always its earnest, liberal and devoted friend. Associated with it as he was in its early efforts for the public confidence and support; participating as he did in all the great labors and enterprises by which it

won its way to the honorable reputation it now enjoys; his name and character are so mingled with its history that, while the Institute endures, his will be an enduring memory.

Resolved, That the Managers of the Institute, many of whom have been for years associated with the deceased in the care of its affairs, and in the other walks of life, in which he was so distinguished for broad and wise intelligence, for untiring zeal, and for great public spirit, will ever cherish with feelings of proud and affectionate remembrance, the kindly and honorable associations which have always distinguished his relations with them.

Resolved, That, in token of our sense of the loss we have sustained, the Hall of the Institute be closed on Monday next; that the Managers attend his funeral in a body; and that the members of the Institute be invited to join with them in paying the last earthly tribute of respect to their honored associate and friend."

To Mr. Merrick before all others, the City owes the introduction of gas as a means of illumination, instead of the oil formerly relied upon for the purpose—a reliance so precarious, inefficient, clumsy, filthy and expensive, that we all, as we look back, should now feel its restoration emphatically a return to the Dark Ages. Not so did the case look from the other end of the glass. Mr. Merrick, with his characteristic, practical sagacity, early saw the advantages of substituting gas for the material formerly employed; and he perseveringly urged its substitution, amidst an extraordinary excitement of public feeling, and a most earnest and confident opposition on the part of some of the most respectable and intelligent of his fellow citizens—an opposition which we now regard with wonder, and which those who participated in it remember as a strange dream. We see things now in a different light; and it is difficult for us to place ourselves at the point of view from which the subject was then contemplated; yet it is only by so doing that we can duly appreciate the prophetic vision and indomitable energy of those who persevered for years in urging on, step by step, the proposed improvement.

Mr. Merrick sought and obtained a seat in the City Councils, that there he might labor directly to secure the change. He was appointed Chairman of a Committee of the Common Council, which, after corresponding with the authorities of the few other cities in this country where gas had been partially introduced, reported with a full and triumphant answer to all the objections which had been urged against it. To his great satisfaction, he subsequently received an appointment from the Councils to visit England and parts of Europe, for the purpose of inquiring into the facts connected with the use of illuminating gas in those countries.

On his return, in 1834, he made a full report, which was marked by great wisdom and ability. Whereupon it was resolved that the experiment should be tried in Philadelphia. Mr. Merrick was appointed, as chief engineer, to take charge of the erection of the works, of the manufacture of the gas, and of the whole business of introducing and distributing it in the city. This task he performed without the least waste, failure, mistake, or delay, but with singular economy, skill, and promptitude, to entire and universal public satisfaction. On the 8th of February, 1836, the lamps were lighted; and in their next annual report the Trustees of the Gas Works render the following emphatic testimony:

“The works are built in the most substantial manner, and, for the perfection and economy of their operation, are certainly unrivalled in this country; the rapidity with which they were constructed and the complete adaptation of every part of the apparatus to its intended purpose, reflect the highest credit on the engineer, Samuel V. Merrick, Esq., whose faithfulness and ability in discharging the arduous and novel duties of this undertaking, it gives us much pleasure thus publicly to notice.”

In their report of the year following they say :

“In conclusion the Trustees have to state that Samuel V. Merrick, Esq., the able engineer who constructed the first section of the works, having found that his continued attention to them interfered too much with his private engagements, tendered his resignation, which the Board reluctantly accepted on the 8th of February, 1837. As the extensions were about to be made, the trustees requested Mr. Merrick to devote occasionally, to a general superintendence of the new works, so much of his time as he should be able to spare, or as might be deemed necessary, in consultation with the superintendent. This duty has been performed to their utmost satisfaction, and the trustees can only repeat here their unqualified approbation of the conduct of that gentleman, and their admiration for the signal success which has attended the works put up by him.”

At a meeting of the Stockholders held in the ensuing week, it was resolved :

“That the trustees be hereby authorized to appropriate the sum of \$600 to be expended in the purchase of one or more pieces of plate; to bear such inscription expressive of the approbation of the Stockholders as they may think proper; to be presented to Samuel V. Merrick, Esq.”

Nothing is more striking in all Mr. Merrick's connection with this business than the largeness of his views for the general good, and the unselfish public spirit which marked all his labors. He sought to promote the comfort and convenience of his fellow citizens, and permanently to diminish the burden of taxation. He sought also to develop the resources and industrial wealth of the State. In his report on his return from Europe are these noteworthy words: “I deem it an argument of no small moment in favor of this mode of lighting, that every material used in the fabrication of this gas will be the product of Pennsylvania labor. The bituminous coal from which it is to be made, may be drawn from the rich mines now open in the interior of the State; the fuel, from the exhaustless body of anthracite; and the lime for purification, from our own vicinity; and not a lamp will shed its rays over our streets which has not paid a tribute to the internal improvements of the State.”

In like manner, it was distinctly as a public benefactor, it was from a sensitive regard for the welfare and prosperity of the city and State of his adoption, that, some ten years later, Mr. Merrick led off in another great enterprise. He was one of the prime movers in the establishment of the Pennsylvania Central Railroad Company, and was its first President. The books were opened for subscription to its stock in 1846, and its

President made his first report in 1847. This document contains a clear and business like statement of the means of the Company, and of the plans for their immediate use. And not only so, it wisely suggests and urges their increase, also without incurring any debt,—the avoidance of which was a fixed principle in all his administrative arrangements ; and it sets forth such far reaching views of future growth and enlargement that it looks almost like history written before the time.

His motives for throwing himself into this enterprise, and the motives upon which he invited others to participate in it, appear in his report addressed to the stockholders in September of the next year (1848), in which he earnestly urges them to increase their subscriptions. “The absolute necessity,” says he, “of this road to the trade of Philadelphia is universally acknowledged. The completion of the Cincinnati and Sandusky road brings that city within three days ride of New York for eight months in the year.

“The trade of the Ohio river, which once belonged to Philadelphia, is now diverted to New York by this new channel of the lakes.

“Hundreds of passengers daily pass over that road to New York. Where the travel goes, there goes the trade. * * * *

“You are engaged in a great struggle for the trade of the West. To obtain it a portion of your earnings must be devoted to open the highway. Once open, it will maintain and enlarge itself. Railroads and Canals have built up New York ; and so well convinced are the citizens of their value, that they are now making a third avenue to the lakes, both the others being crowded with trade.

“Boston has been built up by the same means, and if we expect to maintain our position, we must follow their example.”

In fact even Baltimore had got the start of Philadelphia ; and if the Pennsylvania Central had not been opened just when it was, not only the trade of Ohio and the far West, but even that of the western part of our own State would have been irretrievably diverted to Baltimore, on the one side, and New York on the other.

Such were the circumstances and motives under which this great work was undertaken. When Mr. Merrick, again compelled by the pressure of his own private business, retired from the Presidency, Sept. 1, 1849, the road was opened for travel from Harrisburg to Lewistown, and nearly completed to the base of the Alleghanies, the western division was begun, and a small portion in use, the whole route was surveyed and the cost of construction estimated, and negotiations had been successfully concluded for connection with the cities of Ohio and with the avenues of the more distant West. The Board of Directors in the following November, thus refer to Mr. Merrick in closing their report :

“The distinguished gentleman who had, with signal ability, administered the affairs of the company from the date of its organization, was constrained, by reasons altogether personal and private, to tender his resignation in August last, and it was reluctantly accepted by the Board.

His continuance as a Director ensure to the Company the benefit of his enlarged experience, sound judgment, and thorough acquaintance with the work.*

Thus the foundations of the great edifice were laid, and the plans and materials provided for the superstructure. The seed was planted, and had germinated; it had shot up its trunk, and was already beginning to send out its wide-spreading branches. The Pennsylvania Railroad Company is now one of the greatest and most powerful corporations in the country, with a gross annual income exceeding the original estimated cost of the construction of its entire original track from Harrisburg to Pittsburgh. It is by far the most important and indispensable business agency of Philadelphia and of Pennsylvania. Strike it out of existence, and the city would be stunned by the blow, and even the State would stagger under it. It is an immense power for good or for evil. But whatever motives may actuate its present or future managers, and however its influence may be abused or its energies perverted, we have this security that it cannot be made profitable to its owners without continually benefiting the community. And by whatever motives or principles its action may hereafter be controlled, "the past, at least, is secure;" its projectors and originators were actuated by a generous devotion to the public good, they sought to promote the prosperity of the city and the growth and development of this great commonwealth. As one of its founders, and as its first President, Mr. Merrick's name is identified with its whole history. He shares the glory of its subsequent greatness, while it inherits the prestige of his noble purpose and character.

When, after nearly another decade, an effort was made to construct a Railroad from Sunbury to Erie, thus completing the connection between Philadelphia and the lakes, through the great western coal fields of Pennsylvania; and when, after many ineffectual struggles, the enterprise threatened to prove a disastrous failure, all eyes were turned to Mr. Merrick. He was recognized as the only man in the community who

* The following is Mr. Merrick's letter of resignation:

"OFFICE PENNA. R. R. Co., PHILADA, Aug. 22, 1849.

"To the Directors of the Penna. R. R. Co.

"GENTLEMEN:—Circumstances connected with my private affairs compel me to announce to you my intention of resigning the office with which you have entrusted me.

"I need scarcely say that I take this step with great reluctance.

"Identified as I am in feeling and interest with the great work which, above all others, is destined to add to the prosperity of Philadelphia, I had hoped to have been prominently instrumental in urging it to final completion; and although I relinquish the position I have occupied as the President of the Company, my exertions will not be wanting in forwarding its interests.

"It is no small cause of regret that my official connection is severed with gentlemen, both of the Board and in the office, with whom I have acted in the most uninterrupted harmony and good feeling, a continuation of which it will always be my pleasure to cultivate.

"Desirous of resuming my private business at as early a date as possible, and at the same time give an opportunity to select a successor, I leave to the Board to fix the date at which my resignation shall take effect.

"Very respectfully,

"S. V. MERRICK,

"President Penna. R. R. Co."

could retrieve its affairs, and push it on to speedy success. Early in 1865 the Presidency of this road was offered him, and urged upon his acceptance. He was upon the point of declining it when the following letter was addressed to him, which, with its signatures, speaks for itself, and for him also.

“PHILADELPHIA, Feb. 21st, 1856.

“To SAMUEL V. MERRICK, Esq.:

“Dear Sir: We have learned that the Presidency of the Sunbury and Erie Railroad Company has been tendered to you, under such circumstances as render it reasonably certain that your character and ability may conduct that enterprise to a successful completion.

“We are sensible that such a position cannot present any peculiar attractions, but that any favorable consideration you may give to the application would have its origin in a high sense of public duty.

“There are occasions when purely personal motives ought properly to yield to public claims, and in the exigency which calls for an efficient and tried man to administer the affairs of the important work above named, we may well address ourselves to you to assume the Presidency. Your perfect organization and successful administration of the affairs of the Pennsylvania Railroad Company are so well remembered by our fellow citizens, that we are sure the whole community would hail with pleasure your acceptance of the proffered trust.

“We feel confident that you can organize an administration and adopt financial and other plans, which will at once place the Sunbury and Erie Railroad in its proper attitude before the people, and insure such aid from public and private sources as will realize an early completion of a work that must open for the trade of our city one of the richest agricultural and mineral districts of the State.

“On behalf of the great interests involved, we call on you to accept the office.

We are very truly and respectfully yours,

JOHN GRIGG,	C. H. FISHER,
THOMAS ROBINS,	THOS. T. LEA,
WM. E. BOWEN,	S. A. MERCER,
ISAAC R. DAVIS,	F. FRALEY,
ALG'N S. ROBERTS,	C. S. BOKER,
A. E. BORIE,	S. F. SMITH,
FRED'K LENNIG,	C. H. ROGERS,
JAMES C. HAND,	JOS. PATTERSON,
A. J. LEWIS,	JOHN FARNUM,
MORRIS L. HALLOWELL,	J. RICHARDSON,

THOMAS ALLIBONE.”

To such an appeal to his sense of public duty Mr. Merrick could not turn a deaf ear.

The following was his reply :

“ PHILADELPHIA, Feb. 23d, 1856.

“ GENTLEMEN : I was duly honored with your letter of the 21st inst., urging my acceptance of the Presidency of the Sunbury and Erie Railroad Company. The peculiar circumstances in which that work had recently been placed, gave a weight to the application made to me, which was well calculated to overcome all considerations but those of public duty. Without, however, the expression of such a wish on the part of my fellow citizens, as indicated in your letter, I should have felt constrained to decline the offer ; but the reasons urged by you, in addition to those presented by the gentlemen who tendered the appointment, caused me to yield a reluctant assent.

* * * * *

“ Accepting this trust at your solicitation, as representatives of the public feeling and interests of the city, and relying upon your co-operation, I remain,

Very truly and respectfully,

S. V. MERRICK.”

Mr. Merrick began at once with an energetic reformation and remodeling of the whole organization and administration of the road. But scarcely had he addressed himself to the Herculean task, when the terrible commercial crisis of 1857 swept over the country, prostrating even many old establishments, and utterly paralyzing new enterprises, completely thwarting all plans for securing aid, public or private, arresting the progress of the road, and bringing the Company to the verge of bankruptcy. In fact, it was saved only by large advances from Mr. Merrick's own private resources—advances equally difficult and dangerous for a business man at that time to make. At the risk of ruining himself, and by almost superhuman efforts, he carried the Company through the storm. His own health was prostrated ; and, after remaining in the Presidency nearly two years—as long, in fact, as he had ever anticipated being able to continue in it—he sent in the following letter of resignation :

“ *To the Board of Managers of the Sunbury and Erie Railroad Company:*

Gentlemen : I have long contemplated declining a reelection to the post of President of this Company in February next, as it interferes too much with my own affairs to warrant further continuance. Believing that the interests of the Company will be promoted by the immediate election of some other gentleman who will devote himself to the important interests at stake, I beg leave to tender my resignation.

* * * * *

The field is now open for an energetic prosecution of the work as soon as the returning tide of prosperity shall have fairly set in upon the commerce of the country, and I may indulge the hope that a brighter day may soon dawn on the Sunbury and Erie Railroad.

With every wish for the final success of the enterprise, I remain, very respectfully,

S. V. MERRICK, *President.*”

The road was soon after completed, and its bonds, that were issued with Mr. Merrick's name, have long been at par.

Nor did his labors in the cause of the public improvements of the State, and for the enlargement of the business and prosperity of Philadelphia end here. To his vigorous and wise counsels it has been, in a large degree, due, that the affairs of the Catawissa Railroad have been retrieved from a condition of imminent ruin. The road owes it to him that it now rests upon a solid basis, and has a promise of permanent prosperity and usefulness. The regard in which he was held by the Managers of that road will appear from the resolution adopted by them on the occasion of his decease.

"The death of our late associate, Samuel V. Merrick, Esq., who for fourteen years has been a Director of this Company, the value of whose counsel all appreciated, has been announced to us so unexpectedly, in the midst of current business, in which his energies were actively engaged, that we fail to realize the extent of our loss.

"The character of Mr. Merrick needs no eulogy at our hands; his long and useful life has been spent in 'good works.' The mention of his name in connection with any enterprise has always inspired confidence and respect. In relation to this Company, the interest of which appeared to be his special pride—through the period of its darkest history, he always manifested a cheerful confidence that time and energy would relieve it of all difficulties; and we rejoice that he lived to see his prediction verified."

In the eleemosynary institutions of the City, Mr. Merrick took a deep and active interest, and particularly in anything that promised to help the poor and weak to help themselves. He was among the founders, and most efficient managers of the Western Savings Fund; and to him is largely due the safe and solid character of this beneficial institution. Its Managers have given expression to their deep sense of his wisdom and worth in the following testimonial:

"Resolved, That it is with profound sorrow the Managers of the Western Savings Fund Society record the unexpected demise of SAMUEL V. MERRICK.

"By this sad memorial they will perpetuate the recollection of a man associated with the Institution from its foundation, who was distinguished by remarkable traits of character, that rendered him eminently useful to the world, and made him universally honored in every position he was called to fill. Wise in council, broad and comprehensive in his views, liberal and good in his deeds, and, above all, crowned with the possession of a truly Christian and Catholic spirit, his loss to society, and especially to his friends, will be long and keenly felt."

At the time of his decease, Mr. Merrick, besides an active connection with many other of the public corporations, and most of the leading charities of the city, was a prominent member of the Board of Trade, one of the Port Wardens of Philadelphia, and a member of the Board of Commissioners for the erection of the South Street Bridge.

Immediately upon his demise, the following expression was adopted by the last mentioned body:

"WHEREAS, This Board, and the City of Philadelphia, have suffered a great loss by the death of our colleague,

MR. SAMUEL V. MERRICK,

who for many years devoted his abilities, services and time, in promoting the interests of the municipal, charitable and scientific institutions of Philadelphia.

Resolved, That the President be requested to communicate to Mr. Merrick's family our sympathy and condolence in their affliction."

But neither Philadelphia nor Pennsylvania bounded his sympathy and public spirit, or his ideas of loyalty and patriotism. His heart embraced the whole country. He loved her flag. He was devotedly attached to her Union. When that flag was assailed, and that Union imperilled, his soul was stirred to its lowest depths. All conservative as he was in principle and feeling, he gave his full support to the Government through all the changing fortunes of the dark struggle, until the rebellion was suppressed. In the work of the Sanitary Commission he took a special interest, not only contributing freely to its funds, but rendering his personal services, at the time of the Great Central Fair, until his health was seriously endangered.

After the war, his attention was particularly drawn to the cause of general education at the South; and he gave large sums for the support of schools in that part of the country, both for blacks and whites. At the suggestion of a younger sister, he joined forces with her and his brother, and they, with their own independent funds, have built a commodious school house of brick, and established a school for the instruction of the negroes, in one of the counties in Virginia.

In fact, his benefactions have been more and larger than will ever be generally known; and always bestowed in a spirit of glad liberality, and with a modest unconsciousness of doing anything more than a matter of course. In this feeling he resorted to no artificial contrivances to hide his gifts; still less did he ever seek to have them bruited abroad. Cases have come to light in which an applicant, in behalf of some scheme of benevolence, after having explained the object, has hoped for a hundred or two dollars at the most, and been surprised by receiving from him a check for ten times that amount. Other cases of his giving by thousands have been known only in the circle of his own family, and to them only after a time and, as it were, by accident—in such a way, in short, as to indicate that these were but specimens of many similar cases of which his intimate friends knew nothing. It was a saying of Sir Isaac Newton, that “those who give nothing before their death, never in fact give at all.” On this principle Mr. Merrick acted. He gave while he lived, and left it to his heirs to follow his example after he was dead. And surely the living spring, with its perennial flow, is better than the sudden inundation from any pent-up reservoir.

Mr. Merrick was a consistent Christian. In this relation, also, his *active* benevolence, so characteristic of him, could not fail to display itself. At the time of his death he was one of the Wardens of Grace Church, of which he had been a member nearly thirty years. In the erection and endowment of the Episcopal Hospital, he manifested a lively and practical interest; and to him, more than to any other man, the Diocese of Pennsylvania is indebted for its Episcopal residence.

Mr. Merrick's was an eminently successful life. He was always equal to what he undertook, to every occasion and to every position in which Providence placed him. He sought to raise others with himself. He respected labor, and he dignified it. Few men have done more to elevate

the mechanic to a higher intelligence and a more respectable social position. There have been men who have amassed millions, and who have not failed to give generously of their abundance when it could be done with great *éclat*; but who had, nevertheless, either grown rich at the expense of their neighbors, as mere gambling speculators, or been loose in their principles of integrity, or excessively parsimonious in their personal habits, or hard and rigorous to the last cent in all their daily transactions, especially with their dependents, employés, and clerks. Not so with Mr. Merrick. He expended freely as he went; he was generous and kind to all his dependents; in raising himself he lifted up others; their rising was the very mode and condition of his; all his operatives respected and loved him; all his business transactions were for the mutual benefit of the parties concerned; all his prosperity was the prosperity of those around him, and of the city in which he lived.

It is no small achievement thus to acquire a large property—by honest industry, by extraordinary skill, and tact, and enterprise, without parsimony, or stint, or exaction, but in the spirit and constant exercise of a large liberality. Indeed, this is one of the grandest schemes of benevolence and philanthropy that a man can conceive and carry out.

It implies a certain greatness of mind, a certain self-containedness, voluntarily to stop in the career of acquisition and leave the field to others.

It is no slight mark of the eminence and worth of any man that, at his decease, he should leave a sensible gap *in a great city*, that his departure should be widely felt as a public bereavement.

Every gas-burning lamp that lights our streets, our halls and our parlors, is a perpetual illumination of the name of Merrick. Merrick and Franklin, both sons of New England, will remain indissolubly associated as long as our Franklin Institute retains its name and remembers its founder. The great railways converging upon Philadelphia will be avenues and radiants for the enduring fame of the citizen who planned, and early presided over, the Pennsylvania Road, which has become the head of the great family, and now stretches its arms over a continent. His fire engines were long since eloquent with his name in many a city and village of the land; the beautiful frigate *Mississippi* bore it proudly around the globe; and later, in our great national life struggle, the same name reverberated along the rebel coast with the guns of our best and mightiest armored steamship of war.*

To sum up the character of our departed friend: He was a man of quick perception, of clear intelligence, of singular forecast, of large and liberal views, of rare sagacity, of imperious, even overbearing, will, and of indomitable energy; a just man, of honorable sentiments, of strict integrity, to be trusted anywhere and in anything, faithful in the least and in the greatest alike; a man of a kindly nature, of ready sympathy, instinctively and on principle benevolent, always benevolent—his benevolence

* The New Ironsides was furnished to the Government, hull, armor, and machinery, by "Merrick & Sons."

was not stiated by increasing years or increasing wealth, but grew rather with his means and his habit of exercising it ; a man of ardent patriotism, he identified his own life with that of his country ; of an ever generous and ready public spirit, he was in all relations a good citizen ; religious, not without profession, but without cant, and beneficent without ostentation ; his character, like his person, was of a noble and massive rather than of a graceful make. He was every inch a man.

And now, should it be thought that I have but followed the example of all manufacturers of obituaries, dealing only in loose and empty panegyric, I do not plead guilty to the charge. What has been said rather falls short of the truth than transgresses it.

If it be suggested that, after all, this certainly cannot be so very extraordinary a case, that Mr. Merrick was not so very great or remarkable a man, for we have among us every day many men quite as great, as good, and as useful as he, I cannot by any means concur in the suggestion ; and yet I do believe, and rejoice to believe, that we have more good, earnest, public spirited, sagacious and energetic men, quietly working on among us, than we are sometimes, in our habitual querulousness, disposed to acknowledge. Amidst all our complaints, often unreasoning and inconsiderate complaints, of the degeneracy and corruption of the times, there is more of real greatness and goodness around us than we are aware of. Great and good men have not all passed away with the former generations. They are with us still. And it is one of the lessons we may learn from a review of such a life as Mr. Merrick's, to see and recognise the treasures we possess. If we have many such men as Mr. Merrick, let us rejoice ; let us so look to them while they live, and so remember them when they are gone, that by all means we may have more.

An Obituary Notice of FRANKLIN PEALE:

Read before the American Philosophical Society, December 16th, 1870, by
ROBERT PATTERSON.

At the meeting of the American Philosophical Society, held February 19th, 1796, the proceedings were diversified by a singular incident, which we find thus recorded in the minutes:

“Mr. Peale presented to the Society a young son of four months and four days old, being the first child born in the Philosophical Hall, and requested that the Society would give him a name. On which, the Society unanimously agreed that, after the name of the chief founder and late President of the Society he should be named FRANKLIN.” Tradition adds, that the infant was thereupon so named in the President's chair, given to the Society by Benjamin Franklin.

This child, in a peculiar sense the child of the Society, was FRANKLIN PEALE, our late associate, to whose memory I now, honored by your choice, seek to render a feeble tribute.

The father of Franklin Peale was Charles Wilson Peale, a man of various gifts, but eminent as a painter, and as the founder of the once